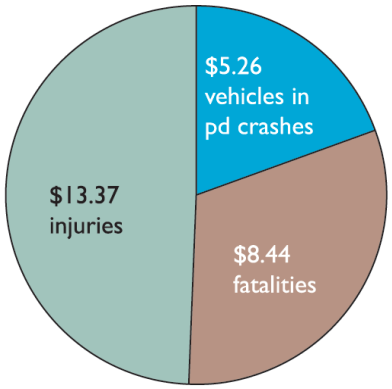
Safety

Total Economic Loss (in Million Dollars) in Crashes

The total economic cost of traffic crashes in 1999 was estimated, using the NHTSA Crash Cost Model, to be $2.73 billion in 1999 dollars. This was a 13.4 percent increase in economic loss from 1998. The NHTSA Crash Cost Model includes a number of factors, including medical and funeral cost, lost wages, legal expenses, and damage to property. The largest single factor is loss in market productivity, which includes lost household productivity. For 1999, the model yields an average cost of $868,639 for each fatality, $17,673 for each injured person, and $1,851 for each vehicle involved in a property damage only crash.

In 1999, as in each of the previous nine years, fatalities were the most significant component of loss in rural areas, accounting for 47.9 percent of the economic loss; this percentage increased from 46.7 percent of the loss in 1998. For urban areas, injuries contributed the most toward economic loss with 55.6 percent. The aggregate numbers are below, by year, and are expressed in 1999 dollars. No adjustment for inflation is needed.

Year	Fatalities ($)	Injuries ($)	Vehicles in PD Crashes ($)
1990	906.9	1,324.0	522.9
1991	887.7	1,224.4	483.3
1992	784.4	1,276.4	479.7
1993	774.0	1,336.3	501.2
1994	847.8	1,380.3	525.8
1995	833.0	1,425.0	546.7
1996	853.0	1,366.8	552.7
1997	816.5	1,383.1	550.8
1998	853.1	1,363.3	545.0
1999	886.9	1,288.1	555.0

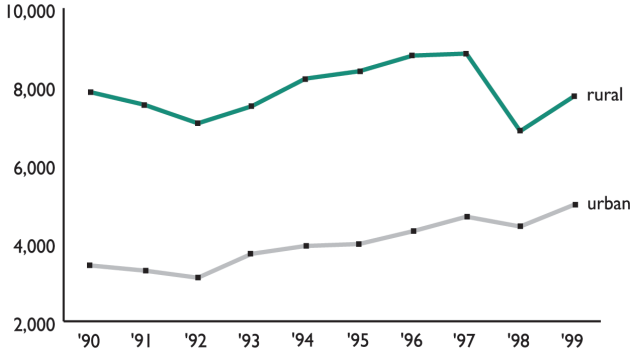


Total economic loss (in billions)

1990-1999

Annual Interstate/Toll Road Crashes, 1990-1999

The number of both urban and rural interstate crashes increased each year from 1993 though 1997 (see below). However, in 1998, the total rural interstate crashes reported decreased 22.4 percent and urban interstate crashes decreased 5.4 percent. The reduction in number of crashes caused by ice and snow conditions may be the most significant factor in this decline in total crashes in 1998.



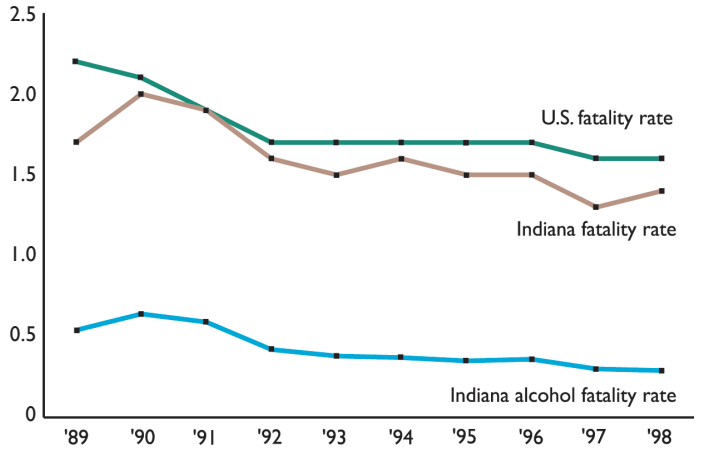
Annual interstate and toll road crashes

Year	Rural	Urban
1990	7,853	3,425
1991	7,532	3,295
1992	7,057	3,112
1993	7,492	3,723
1994	8,198	3,923
1995	8,386	3,973
1996	8,787	4,299
1997	8,838	4,671
1998	6,856	4,420
1999	7,746	4,974

Fatality Rate and Alcohol Fatality Rate per 100 MVMT (U.S. vs. Indiana: 1990-1999)

Indiana continues to fall below the national average for fatal crash rates. The national average was 1.6 and Indiana completed 1999 with 1.4 fatalities per 100 million vehicle miles traveled (MVMT). While the number of licensed drivers and the number of registered vehicles have increased over the last 10 years, serious injuries resulting from crashes have decreased by 17.40 percent, and total crashes have decreased by 2.50 percent.

Alcohol still accounts for one out of five deaths on Indiana's highways. However, the alcohol-related fatality rate of 0.33 per 100 MVMT continues to demonstrate the results of Indiana's successful approaches to reducing drinking and driving.

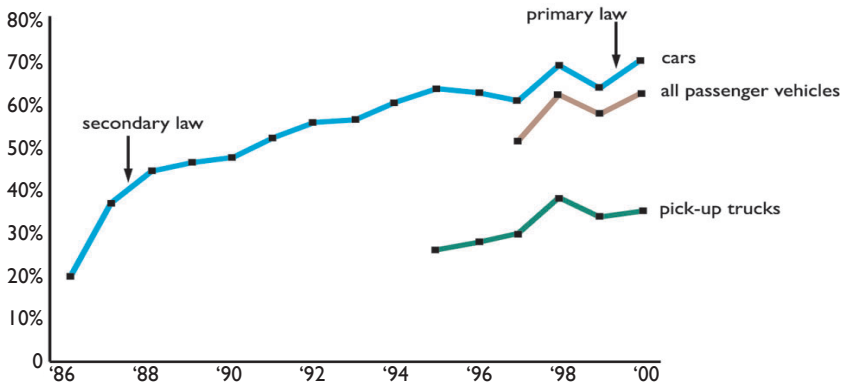


Fatalities per 100 MVMT (million vehicle miles traveled)

Safety Belt Usage, 1986-1999

The data presented to the right is based upon observational surveys conducted by the Purdue University's Automotive Transportation Center on an annual basis. Each year, nearly 30,000 observations are made throughout Indiana on all roadway types.

Indiana introduced its first safety belt law in mid-1987 with a secondary law (implying that an officer could not stop a motor vehicle simply because the occupants were not wearing their safety belts). In mid-1998, the law was upgraded to a primary law, but was subsequently challenged in the court system for the next nine months. The courts upheld the law in early 1999. The current law continues to exempt pick-ups, which leads to the significantly different results as shown to the right.



Safety belt usage

Source: 1999 Indiana Crash Facts